

The National News

The Monthly Magazine of The Falcon Club of America



Robert Dale Shaw
Lancaster, Pennsylvania

August 2009

1965 Falcon Ranchero

Cover: Robert Dale Shaw

Robert Dale Shaw chronicles his 1965 Ranchero in several picturesque locations. Come along for the ride beginning on page 16.

I See the Cover is Horizontal Again!

We have had overwhelming response so far in strong support of the new horizontal format for the cover.

Then why are some covers vertical? When you see certain photos, the choice is made. Several wise readers even suggested using the format that best suits the photo. Brilliant!

We are still looking for FCA members opinions and suggestions while we make some design changes to your magazine. Let us know what you think!

Question:

"Do you like the recent design changes in *The National Falcon News*?"

Answers:

1. Design changes? Doesn't look any different to me.
2. Yes, the horizontal cover really works.
3. It's weird to have the cover be horizontal and the rest of the magazine vertical...
4. I think the whole magazine should be horizontal.
5. Leave it alone, don't change anything.
6. Change everything!

Thanks for your input! This is your magazine. All submissions by FCA members are greatly appreciated—we want to make your Falcons look their best!

—Editor

Do you have a photo of your Falcon that you think should be on the cover? Send it to the Editor at the address on page 6.

The National *Falcon* News

August 2009



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Springfield Experience

Reading Skip Goddard's letter in the September 2008 Issue prompts me to relay an experience I recently had.

I bought a 1965 Ranchero Deluxe in 1974, the year I graduated from high school, which I totally restored in 1983. Original engine, points, four barrel carb, and top loader four speed.

I then bought a 1964 Falcon Sprint hardtop in 1981 that I restored completely in 2005. I put a 1994 fuel injected 5.0 out of a Mustang with an AOD transmission.

In July my wife called my boss and got me time off for my birthday present so my son and I could experience the Falcon National Meet together.

My son Taylor, who's 18, insisted I drive the Ranchero. After much preparation, my good friend Rick and I, along with Taylor and his good friend Tyler in the Sprint, headed for Springfield, Missouri from Fort Dodge, Iowa.

On the way to Springfield, Rick and I laughed when we crossed the Iowa border wondering how many years it had been since the Ranchero had been out of Iowa.

We had a great time at the Nationals, met lots of nice Falcon people and saw lots of sweet Falcons.

On the way home on Sunday, we were having a great drive and making good time. As we were going through Kansas City around 10:30 AM the Falcon



quit along interstate 435—no spark. A tow truck driver towed us to a gas station downtown, not the best part of town.

After about an hour of working on the Falcon, I called my brothers Jerry and Tom in Fort Dodge and asked them to bring a trailer and rescue us.

In the six hours we sat there in 90+ degree temperatures with no shade, we made the best of things.

We had a police officer question us because apparently someone had been shot at the station around the time we were towed in there.

We had our own little car show. People would get gas and then drive around and ask if they could look at our car.

They usually would ask how much they are worth.



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Springfield Experience

—Continued from page 3

My brothers arrived around 6:15 PM. We loaded the Falcon up and got out of there!

We arrived home that night around midnight and the Falcon still would not start. Tuesday night, it still would not start.

Thursday I got off work a little early so I took a tester from work so I could check the coil and module. I opened the hood and hit the key...it started right up!

I've been to at least ten shows around Iowa since then and it's still running great. I am sure it was the module but the point is—no matter how prepared you are things happen that we cannot control. You have to make the best of a situation.

Thinking back, I wouldn't change a thing on my Ranchero. It runs very hard and it is very dependable, 25 miles to the gallon, all original. No, I wouldn't do a thing different on the Falcon. It runs great. I would say it's all what a person wants and what resources he has, they're both great.

One thing I do know is that as much fun as we had in Springfield, we will always remember and talk about our time in Kansas City.

Maybe someone else was in charge that Sunday.

I would like to thank Ken Kenoyer, fellow Falcon owner from Iowa who stopped to offer help, also my two brothers who took time out of their Sunday to rescue us.

I'm going to pass the Falcon on to my son when he is 21. He's studying mechanical engineering at Iowa State.

Family—Friends—Falcons.

—Rusty Jondle (FCA #12737)
Fort Dodge, Iowa



Send some photos and a story about your Falcon for our "My Falcon" Feature. Send on CD to the Editor at the address on page 5.

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How to Advertise in The National Falcon News

Email your classified ads to:
wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time-saver and much appreciated.

CORRECT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

INCORRECT: * 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
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YOU'RE CALLING.**

Falcons For Sale



1960 two door Falcon. Hot 302 and new transmission. Five lug brakes with Granada disks front. New black bucket seat. Started to cut rear fenders to open well. New rubber in doors. Painted jams with Mustang Electric Blue. I'm 76, time to sell my toys. asking \$15,000 or take some trade, early old Rancho and money. Bob Baker, 541-884-2817.



1961 Falcon Tudor. Good 170 engine, 3 speed. Solid, straight body, decent interior. Good brakes and tires. Runs and drives. Needs a little of this and that. \$2995. Call Ben after 5 PM for info, 417-538-2753.



1962 "Futura Hotrod." Drive train is 1963 V8: 260 V8, headers, Falcon T-10 4 speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500 OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

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President's Message

Chuck Beason

The Falcon Club of America 30th National Convention is now in our Falcon history file. Congratulations to the Mason-Dixon Chapter for hosting this event and sharing their great state with us. Thanks Mike, Phil, Carl and the entire Mason-Dixon Chapter for the great job with the Convention. Look for the Convention coverage in the December issue of the National Falcon News.

Carolyn and I certainly enjoyed seeing our many Falcon Friends and meeting new Falcon enthusiasts.

Don't forget to make plans to attend the remaining Regional Meets scheduled later this year. The Ontario Chapter and the Erie Canal Chapter are hosting a Regional Meet at Niagara Falls on September 11-12 and the River City Chapter will be hosting the 19th Annual Pacific Regional Meet at Rancho Cordova, CA on September 25-27. Registration forms for these events can be found in this issue of the National Falcon News. Support these Chapters by attending these events.

One other event that should prove to be lots of fun is the Nifty Thrifty Sixties Car Show celebrating the 50th Anniversary of the American Compact Car. This event will be in Cleveland, OH on August 14-15, 2009, hosted by the Comet East Car Club. As we all know our Falcons played a major role during this era. This event is open to Falcons, Comets, Corvairs and Valiants. We would like to see the Falcons well represented at this event.

Mark your calendar for July 15-17, 2010 to join us in Dearborn, Michigan for the 31st Annual National Convention.

Don't forget, "Take A Kid To A Car Show" this year.



Chuck & Carolyn



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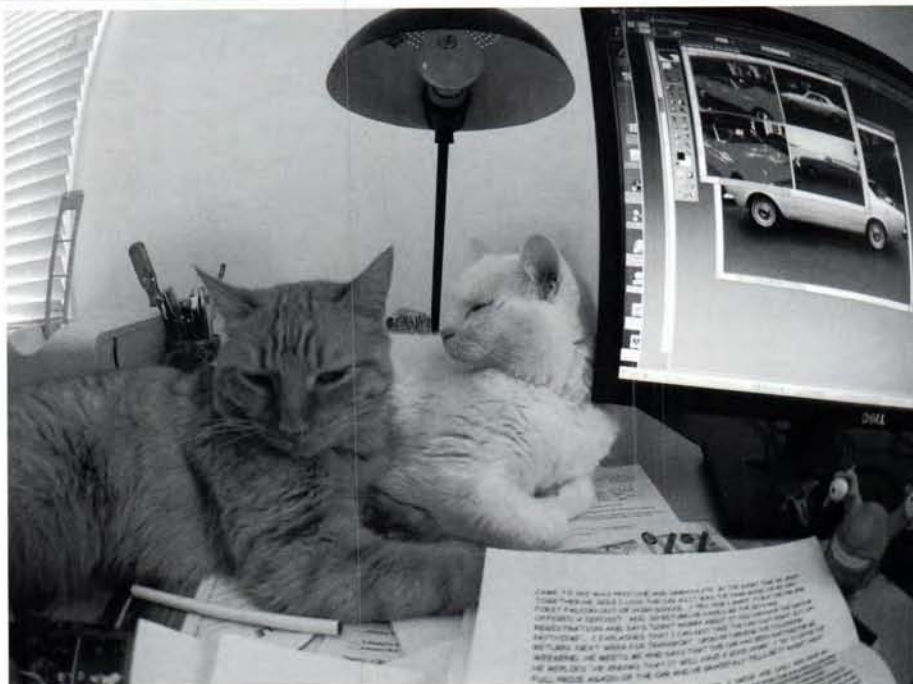
I receive lots of letters and emails from FCA members; all are much appreciated. The kind words readers offer for the magazine are very encouraging.

My favorite letters are those that compliment me and "my staff" on the monthly issues. This always makes me laugh when I reply that, basically, "the staff" consists of me.

For this issue, however, we are pleased to introduce our Guest Editors, Carmella and Tikita. They are proofreading John David Hensley's article about his Falcons, which appears in this issue. You can see the photos of his Falcons on the monitor and his typed story in the foreground. You can also see that they are taking up a major portion of the desk area and allowing very little space for me.

The price of a little help...

—Ed.



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Classified Ads (con't)

—Continued from page 6

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.



1963 Falcon Futura hardtop. Solid original floors. Rebuilt 200 cu. in. engine. Rebuilt C-4 transmission with shift kit. All new interior with new foam on front seats. Class winner in three Falcon Regional Meets. Selling due to age and health. \$7900 OBO. Sam Michaelian, 860-916-7282 or flyboysarkis@aol.com. CT.

1963 Ford Falcon Futura, two door hard top, red with like new red interior, bucket seats and center console. A 6 cyl. automatic, with air conditioning. Garaged for over twenty years. Runs good, Asking \$10,000. John — 954-467-8371 or Jason@heeter.com. FL.

1963 Ford Falcon Futura convertible. 6 cyl 170 Auto. Beautiful turquoise, mechanically sound. Many new parts. Good tires and new brake system. Clean. Original power top—have pictures on request. \$9000. Trunk full of extra parts—ready to cruise. Call 920-648-2550, Leroy A. Korban. WI.

1963 Falcon Futura 4 door sedan parts car. Have all four doors with glass nice, no rust. Rear bumper and brackets and nice hood with chrome scoop. Don Q. 520-237-9384 or cdq4795@comcast.net. Tucson, AZ.

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1963 Sprint hardtop. 150,000 miles on body, Original baby blue paint with turquoise interior. Dallas car. Rebuilt 289 V8 and C-4 automatic transmission. New front suspension, and gas tank. Many extra parts. \$7000. Bill, 817-265-8314, if no answer, write letter. 214 Ditto Lane, Arlington, TX 76010.

1964 Falcon Futura 6 cyl, 200 cu. Original owner. Prairie Tan exterior. Black interior. Excellent condition. Original engine. New top. \$8,450 OBO Michael 510-484-3718 or teknique@att.net for pictures. CA.

1964 Ranchero. 200 I6, C4 trans. Wimbledon white, red interior. Body work on driver's quarter panel done. \$3900. OBO. Craig, 248-202-7148 or email Cragar777@yahoo.com. MI.

1964 Falcon Futura Convertible. less than 5000 miles since total restoration. Red on red. White top. 200 six automatic. This Falcon has the rare stainless steel wheel covers. Excellent condition, has always been garaged. \$13,000 OBO. Call Dave at 508-949-0771, Webster, MA.



1964 Falcon Sprint, 260 V8, four speed. All glass and trim good. More pictures, no smoke. Top end rebuilt, new radiator. Little or no rust, new carpet, original seats. Asking \$9000. Rick Davis, 479-221-8556 or 479-646-5084. AR.

1964 Falcon Futura Convertible. 200 c.i. 6 cyl auto. 50K original miles. Excellent Condition. 2nd owner. Turquoise w/ white convertible top. Asking \$10,750. Call Joe in Ohio at 614-581-0130.

1965 Falcon Ranchero. Wimbledon white with Palomino interior. Restomodded with a modified 250, an SROD 4 spd OD and an 8" rear end. Repainted and always garaged since. Use it as a reliable daily driver, restore or step it up

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Classified Ads (con't)

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to show. \$8,500. Dave Schjeldahl, 208-523-2763 or daschj@cableone.net. ID.



1965 Ranchero 289 V8. Three speed standard, no rust or collision damage. New paint, interior, tires and wheels, brakes, windshield, alum radiator, water pump, battery, clutch. Rebuilt engine, satrter., carburetor, distributor. Ready to travel./ \$9000. Call Ron at 775-626-3651. NV.

1965 Falcon Futura Convertible, Rangoon red with red interior, black top. V8, 4 speed bench seat with 63,000 miles. No rust solid body/floor panels west coast car. Included NOS parts in original Fomoco boxes. \$3000 in parts have receipts. \$17,900 Call Ed, 610-746-3056. or regi10s@enter.net. PA.

1965 Falcon Futura. 6 cylinder. some rust on roof and all over the car. Fair trim and excellent glass. Haven Paxton. 912-280-9641 or havenpaxton@aol.com. GA.



Attractive 1966 Falcon Futura Sport Coupe with original 289 V8 engine, cruissomatic transmission, bucket seats, black interior and light yellow exterior. I have over \$7400 invested in the car, which runs great. Needs new paint and some upholstery. I have replaced tires, battery, main and rod bearings, hood,

rear end overhaul and gas tank. Asking \$5500. Located in Gresham, OR. Richard Stuthard, 503-663-0312.



1968 Falcon Futura four door, white over bronze, white interior. 62,000 certified miles, 289 2-V, Cruis-o-matic, factory air, power steering. New brakes, new dual exhaust, good tires. A very smooth driver. This Southwest car has zero rust. \$4500 OBO. Ask for photos. Cliff, 575-585-5545 or hhazard87002@yahoo.com. NM.

1969 Falcon, rebuilt 200 CID engine. C4 transmission, recent brakes, radiator and exhaust. Body rough. \$1000 OBO. Andy Parker, 724-640-1681. Pittsburgh, PA.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint

h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org

Falcons Wanted

Wanted: 1963 Falcon convertible needing minor repair. Please call Ed at 215-493-6749. PA.

I am looking for a 1965 Falcon Futura station wagon or two door. Something that needs work. Leave name, number will return call. Michael, 716-883-3689. NY.

Wanted: 1965 2-door wagon. Body style 59A or 59B. Must have all the stainless and chrome trim in good condition. Contact Mark Klutenkamper, 952-891-4535 or Ranchero@charter.net. MN.

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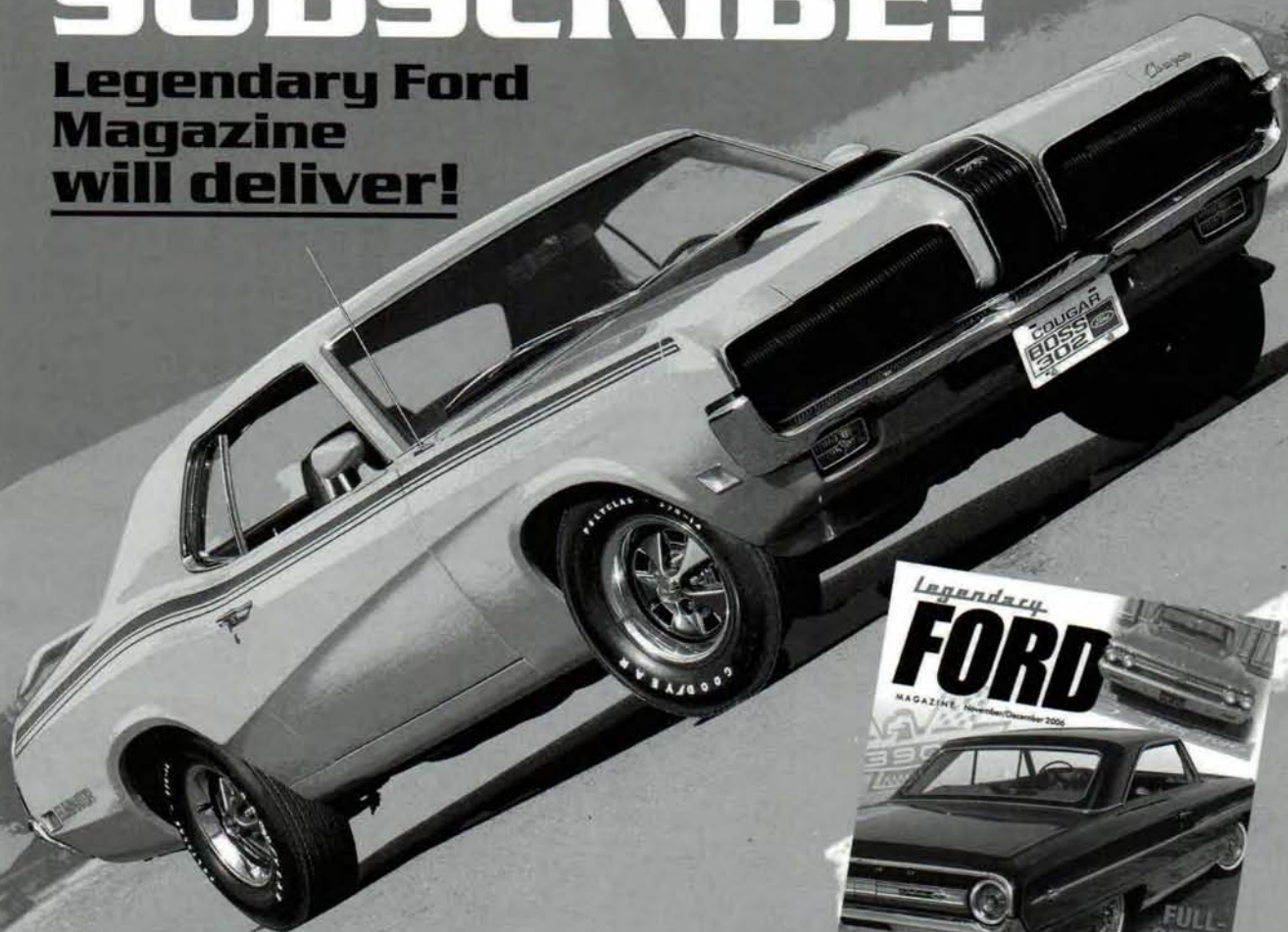
   

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—Continued on page 12

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Classified Ads (con't)

—Continued from page 10

Parts Wanted

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO.

Wanted: NOS or extremely excellent condition "BLUE" rear seat ash tray for a 1962 Ford Falcon 4 Door Sedan. Also a decent set of hubcaps for a 1962 Ford Falcon. I have a set of 1962 Futura hubcaps that are in great shape, but have faded colors that I would be willing to trade and/or add to the deal. Please no major scratches or dents. I prefer email. Falcon_Freak_16@yahoo.com. Rob Storey, 717-465-8607. Glenville, PA. 1963-1964 Sprint tachometer in any condition. Call 508 998-590 or email Ed@emfalconeddie@gmail.com. MA.

Ring and pinion differential assembly for an early 6 cylinder, 3.89 :1, code 2 rear axle. The ring gear has 35 teeth and part # CODW 4210S. The pinion gear has 9 teeth and part # CODW 4610L. They must be a matched set. Please call Joe Tatti at 905-335-2834 after 6 pm EST. Ontario Canada.

Parts For Sale

1964 Ford 260 engine. \$3300 spent on professional rebuild (have itemized receipt). Lots of new parts, chrome and rebuilt 4bbl Holley carb. Can email pictures. \$2900 OBO + shipping. Nate or Bill Lawson, 802-388-6553 or slawson4863@comcast.net. VT.

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

1963 Falcon Futura 170 six cylinder engine and Dagenham 4-speed trans-

mission. These original parts have not been separated since removal, are un-restored/un-modified and being sold as is. The engine is complete except for the carburetor. The transmission is complete except for the shifter box. I'm converting the Falcon to a V-8 and have no need for these parts. The car sat for nearly ten years before I purchased it. The second owner insisted the vehicle had 18,000 original miles. The odometer reads 18,000 plus miles, so the actual mileage is either 18,000 or 118,000 miles (18,000 miles seems accurate). The engine turns freely and the tranny

shift arms move the gears. Selling as a unit, \$700 for both. Contact Steve Brown, 541 440-2697 or theobrowns@charter.net. Roseburg, OR.

1964-1965 Falcon passenger side fender and Door, both for \$150. Tom Maslanka, 860-583-6359. CT.

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HH6473CP-05

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HH6473CP-

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—Continued on page 21

SO YOU WANT TO RESTORE A FALCON?

Monthly Tech Column

Dick Harrington

PART X

STRIPPING PAINT

Paint is very expensive! Paint sticks to what ever it hits first. Whatever the paint hits first must be stuck to the vehicle, if not, the paint falls off.

If you are thinking about painting your Falcon, remember, the paint job is only as good as the foundation it is placed upon. With that said and the cost of a gallon of good paint in the \$500+ range, taking a chance on painting over existing paint is risky at best.

REMOVING THE OLD PAINT

There are a few options when it comes to removal of the old paint: sandblasting, soda blasting, chemical dipping, sanding or chemical paint strippers. Living in the boondocks eliminates the first two, for me, for the most part. The difficulty in transporting a body shell a hundred or so miles, once in each direction, eliminated professional sandblasting, soda blasting and chemical dipping. Sanding is a partial option, and when combined with a chemical paint stripper, it is the best option for me. None of the options are ideal and all of them present problems. Paint dust is toxic, chemical strippers are toxic; so caution is a must. Rubber gloves, respirators, disposable hazardous material suits, and plenty of ventilation are all number one priorities.

A typical gallon of paint stripper is about \$25. It took about three gallons to strip the Ranchero.

Since the Ranchero had at least five layers of paint—original, primer, original white, then red, followed by white again and finally, gray—it took repeated applications of stripper. Once applied, the paint will lift and it can be scraped off and disposed of. Plastic garbage bags are used to contain the



The driver's door chemically stripped, but not sanded. Notice that the rear quarter and the front fender are already stripped and primed.



This is a view of the cowl after the first coat of stripper was applied and then scraped off.

—Continued on page 14

So You Want to Restore a Falcon?

—Continued from page 13



The right rear quarter after multiple coats of stripper and scraping. The original red oxide primer indicates it is almost totally stripped.



Yes, every square inch needs to be stripped, including the inside surfaces.



This is the goal, shiny metal surface.



A beautiful sight is a panel or section in fresh primer.

paint; this is done by placing a small garbage can with the bag under the portion of the vehicle being stripped. One section of the Ranchero was done at a time. When a section was completely stripped of paint, the panel was sanded to remove any remaining paint residue. The bare metal then had a self

etching epoxy primer applied. Priming the section quickly eliminates flash rust which could contaminate the future paint job.

The process of stripping the Ranchero to bare metal and priming is a long process, at least six months. It is a miserable job but is also the most im-

portant part of the overall final appearance of the vehicle.

NEXT MONTH: LEVELING THE BODY

Dick Harrington (FCA #12563) of Delhi, New York is a regular contributor to *The National Falcon News*.



The arsenal of tools used to defeat the ugly paint demons.

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was raised on the Bruce Peninsula in, Ontario Canada. Even though I was born in 1947, the depression was still hanging on in our area. The first car that I remember was a Model A Ford. I can still picture the six of us kids plus our parents traveling to Wiarton to Christmas shop. We nearly froze to death in the backseat of that Ford. For those of you who are familiar with the Model A, you'll know what I mean when I say, "it was heat deprived." When we got home at 10:00 PM on a windy, snowy evening we had to walk to our farmhouse and carry our possessions, because there was too much drifted snow in our lane even for the Model A to get through.

In the fall of 1956 my dad bought a Ford Custom from a young man in our community. He had made enough money during the summer as a tobacco picker to make a good down payment but now was without a job and felt he couldn't make the payments. His loss was our gain. This blue beauty was a very light, fast car. It had a 272 cubic inch V8 under the hood and three on the tree.

My lifelong love affair with Ford cars that began in the early fifties had budded. Dad bought another new Ford in 1960, which I learned to drive on when I turned sixteen and got my drivers license. One Saturday when he was away for a couple of hours I drilled a hole for a radio antenna where I thought it should be and installed a well used AM radio that I had bought. Although he was angry for a few days he soon adjusted his attitude and began to use the radio. He bought another new Ford in 1964 that he let me drive to school, forty miles each way from Bruce Mines to Sault Ste. Marie and back. The car took a pounding that dad knew nothing about because of my heavy foot.

In the forty-six years I have been driving, I have owned various makes



1965 Falcon Ranchero

Robert Dale Shaw



of cars because a "good deal" for a guy with little money, often controlled my purchase. The cars I have liked the best were 1956, '58 and '67 Ford Customs. I have also owned a 1991 Taurus and a 1992 Sable. I presently drive a Taurus and Explorer interchangeably.

Today, the cars that grab my attention are a 1963 Falcon convertible, which I bought after it had sat in a garage for thirteen years, and my 1965 Ranchero. I have partially restored the convertible with a 302 engine, a C-4 transmission and an eight-inch differential. The Ranchero has a 345 HP Ford crate motor, Mustang II front end, front disk brakes, posi-traction, C-4 transmission, a 2800 rpm stall converter, and a 3.25 differential.

I would be remiss if I didn't tell you how I acquired my Ranchero. In 2004, I couldn't sleep one night and decided to surf eBay. My wife and I had been planning a vacation to Myrtle Beach but when she awoke in the morning, I asked, "How would you like a trip to Boise, Idaho?" I had not been able to resist the "Buy It Now" option for the Ranchero. We flew to Boise and found that the Ranchero was everything Walter, the owner, had promised. At first, it felt a bit odd to drive a car without power brakes or steering but I quickly adjusted. We had a fun trip wandering around the mid-west, putting over 4,000 miles on our new

baby on the way home. I had to replace the alternator in Waterloo, Nebraska. I figured the one that quit working must have been a Delco Remy! I was very impressed with my new purchase and decided to open her up on a lonely four-lane highway in South Dakota. I ran it up to 120 mph and still had a ways to go, but I had my wife with me and the tone of her voice let me know that I had already exasperated her. When I got home I traced the car to Ed



Wagner in Southern California who had restored the body of the car and sold it to Walter.

—Continued on page 20



Everybody loves the Ranchero: with wife and grand kids

With Admiration and Appreciation...

Dear

Falcon Club Members:

Every now and then there comes a moment that stops us in our tracks and reminds us just how special some things are. I am writing out of sheer gratitude, to let others know just how an experience has changed me for the best.

I have been a Falcon Club member for many years, as a 1967 Ford Falcon was my first car out of high school.

Throughout the years, I have had dozens, actually about 30, assorted Falcons as my everyday car. Most have been daily drivers that I learned to work on and get from here to there with. I have to say I have had fun with most of them by driving everywhere and making the cars restored to a certain degree. I even went through the times customizing and creating my own "Rat Rods." That only contributed to the passion for and the fun I had with these cars.

There has always been a Ford Falcon in my driveway. About July of 2008, I purchased my dream car—a 1963 Ford Falcon convertible from a gentleman in Pennsylvania. Now, while I could not afford a fully restored car because the price was out of my budget, she was a starting, rolling, and driving specimen.

I actually paid more for the car to be flat-bedded to New York than I paid for the car itself! She was a diamond in the rough, but she started right up. I was able to enjoy the car by registering and driving locally for the summer and fall, even with a smoking engine and tattered top.

With winter setting in, I put the car in the back driveway and started collecting parts through my Falcon magazine. Cruising through a January issue of *The National Falcon News*, I found a 1967 Falcon near my hometown for an unbelievable price. I called just out of



John David with wife, Kathleen; ready to roll for St. Patrick's Day Parade



Even with badly fading paint, rust and a smoking engine and a tattered and torn top, it was always a fun car to drive.



75% restored; new engine, paint and white top with some custom personality...a real head turner!

—Continued on page 25

John David Hensley



The 1967 Falcon was given to me by Mr. West

PARADE READY!



With restoration almost complete on the 1963 convertible, and the addition of the 1967 Coupe, we were fortunate enough to have participated in three St. Patrick's Day parades around New York. We had fun decorating and temporarily customizing these cars for the events, and they were a lot of fun.

Honoring the military veterans at Pearl River, NY parade, we were happy to transport some WWII vets in both of our cars. The parade was attended and cheered loudly by over 100,000 people. We were second only to the Grand Marshall! I had a great time listening to their stories, even some about the Ford Falcon cars that they had owned. I find it amazing how popular the Falcons were, and still are, but the compliments heard throughout the parade route. We were blessed with good weather and much fun was had by all.

With the whole family loving to drive the 1967—I am still a little protective of the convertible—we just want to say "Thank You" and share the good times that these cars have brought.

—John David Hensley



The two Falcons, the '67 driven by Kathleen, leading the parade honoring WWII vets. Everybody was cheering and applauding them for their bravery.

Fords For Life

Robert Dale Shaw

—Continued from page 17

I am a pastor of a church in southern Lancaster County, Pennsylvania. People like to check out my office. I have over three hundred models of cars, trucks and tractors lining my shelves. Most of them are Fords. One of the guys in our congregation gave me a hard time, on a regular basis about my little Ford. One day I suggested that we meet for a friendly competition at a drag strip in Cecil County, Maryland. He accepted. I almost lost it, on the first drag, having never competed before. It took me seventeen seconds to do the first run, but by the time I got to the sixth run I had it down to 13.52. I beat his 1970 Chevelle Super Sport 400 big block by more than a second. He went into a deep depression until fall when he pulled the 400, built and installed a 454 and now beats me by .45 seconds. Imagine that, it takes a 454 big block Chevy to beat my so-called, "little" 302 Ford. We both realize that expert drivers might change the statistics drastically.



At this point in our history I am glad that I chose "Fords For Life" because the American Motor car competition may not be in existence for too much longer.

—Submitted by Robert Dale Shaw (FCA #11344)
Lancaster, Pennsylvania

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—Continued from page 12

\$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

1963 170 6 cyl. engine w/trans \$450. Air conditioning unit complete. \$375. Power steering unit complete. \$400. Two intake manifold for small V-8 \$70. ea. Three to four bbl carbs, need rebuilding \$75 for three. Brand new water pump for small block V-8 \$35. One extra Fordomatic transmsion \$150. Bill Kecskes, 248-887-4849 or jbkecs@netzero.com. Open for trades. MI.

1961 Ranchero drivers side front fender \$65.00, Hood \$35 drivers and passengers doors both for \$125 all items are rust free. For more info contact John Mirretti 847-456-1691 Wadsworth, IL.

1963 Falcon 6 cylinder front end steering and suspension to be sold as a one lot. Includes shock towers, upper and lower control arms, tie rods, coil springs, steering box, steering column, 4 lug brake drums and other miscellaneous parts. \$300. Rear end, 4 lug, 3:20:1 ratio (L8Y-J1 3:20 3EE 505), \$50. All parts plus shipping. John, 859-492-6542, KY.

1964 Falcon rear seat, VGC \$80, Sprint steering wheel and horn ring, OK for daily driver, \$50. Heater box seal, new \$20. MSD Blaster two coil, new \$30. 1964 instrument cluster, no broken tabs, \$10. Fuel line, 8 cyl ht 5/16" new \$40. Pete, 202-696-5985. NJ.

Falcon Luggage Rack, taken from a 1964 station wagon, but applicable to all wagons 1960-'65. This unit has been professionally restored, now gorgeous and like new. Four bases and four poles with corners re-chromed, five slats polished, complete with all hardware and factory mounting instructions. One

decent base pad and one slat pad were salvaged for use as templates. \$1200. Email for detailed pictures. Norm Huie, San Clemente, huiehome@cox.net, or 949-498-8974. CA.

T-5 transmission with 5-10 tailshaft and bell housing, \$200. OBO. Falcon book \$50. new, \$30 with slight damage to binding. Ansen scattershield with clutch linkage, clutch, Hurst shifter, but no pedals, \$150. OBO. V8 fan blade new, \$20. Pete, 202-696-5985. NJ.

Kellogg's Garage has a recent acquisition of NOS 1960-1963 parts and good used parts as well: Grilles, headlight rings, horn rings, 13 1/4" wire wheel covers. Can email a list for your perusal. Lenny Kellogg, the Junkyard Junkie. lenkellogg@lpbroadband.net or 970-593-1964 CO.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each

—Continued on page 28

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1. Disconnect the spark plug wires by grasping the terminal or boot, not the wires; then loosen each plug one or two turns, using a deep-well socket of the correct size, and extension, if required, and a ratchet handle.
2. Remove all dirt from each plug to prevent dirt from entering the cylinder when the plugs are removed.
3. Remove the plugs and place them in a row on a fender cover in the order in which they were removed. This will aid in the inspection and analysis of any unusual conditions which might be attributed to a malfunction in another part.
4. Clean the spark plugs with an approved spark plug cleaner. Be certain that all surfaces of the insulator are clean and white. Remove any rust from the plug threads. Also, clean the exterior surface of the insulator with solvent.
5. File the electrodes with a small point file. Open the gap slightly to permit proper filing. Be sure that the parallel electrode surfaces are bright and clean.
6. Reset the electrode gap to specifications. Do not bend or apply pressure to the center electrode. Use the bending tool to adjust gap to its proper setting, keeping the

surfaces of the electrode parallel. Plier-type gapping tools are not recommended.

7. Prior to spark plug installation, wipe the spark plug seats in the cylinder head with a clean cloth. If the seats are rusted, clean them with a wire brush. If necessary, clean the spark plug hole threads with a thread tap of the proper size. Install new gaskets on gasket type spark plugs and screw the plugs into the head finger-tight.
8. Use a torque wrench with the correct deep-well socket, tighten the plugs to the specifications listed below:

HEX. SIZE INCHES	PLUG THREAD SIZE	TORQUE-FT. LBS.	
		CAST IRON HEADS	ALUMINUM HEADS
5/8	10 MM	15	10
13/16	14 MM	30	25
7/8*	18 MM**	40	35
15/16	7/8"-18	45	40

*13/16—tapered seat

**Torque tapered seat spark plugs 15 to 20 Ft. Lbs.

9. Connect the spark plug wires and check the condition of the wire and boots. Dried-out wires and boots can be a source of spark failure and should be replaced.

WHEEL BEARING END PLAY ADJUSTMENT ON VEHICLES WITH DISC BRAKES

In reference to the article on Disc Brakes in December, 1964 Shop Tips, the footnote which appeared with disc brake specifications on page 9 should be supplemented with the following information.

When adjusting bearing end play to the prescribed specifications (.0005" to .0065") the following procedure should be used:



WITH ROTOR AND WHEEL
ROTATING, TORQUE THE
ADJUSTING
NUT TO 17 - 25 ft. lbs.

1. While rotating the wheel, hub, and rotor assembly, torque the adjusting nut to 17-25 ft.-lbs to seat the bearings.
2. Locate the nut lock on the adjusting nut so that the castellations on the lock are aligned with the cotter pin hole in the spindle.
3. Using a 1 1/4 inch box wrench, back off both adjusting nut and nut lock together until the next castellation on

the nut lock aligns with the cotter pin hole in the spindle.

4. Install the new cotter pin, and bend the ends of the cotter pin around the castellated flange of the nut lock.

Carefully following this procedure will produce proper bearing end play tolerance when servicing Ford vehicles with disc brakes.



INSTALL LOCK ON NUT SO THAT
CASTELLATIONS ARE ALIGNED
WITH COTTER PIN HOLE.



BACK OFF NUT AND NUT
LOCK ONE CASTELLATION
INSTALL COTTER PIN

FCA

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page 5.



With Admiration and Appreciation: John David Hensley

—Continued from page 19

interest, even though I didn't need another project, and met a person named Louis (Robert) West. When I ventured to look at the car, great conversation let us know we had a lot in common from surfing, music, and multiple Falcons throughout our lives.

The 1967 Ford Falcon that I came to see was pristine and immaculate. In the short time that we spent together, he saw that I loved the car—it was the same model of my very first Falcon out of high school. I told him that I wanted to buy the car and offered a deposit. In return, he handed me the keys and registration and said, "Don't worry about it—you can have the car for nothing." I explained that I could not take the car that night, but would return next week for transport.

Upon returning the following weekend, he met me and said that the car has been waiting for me.

He said that he knew that it would have a good home. I tried to offer the

full price again and he gracefully told me it wasn't about the money.

I drive her daily and have an overwhelming feeling of pride and gratitude for the Falcon Club and for Mr. Louis (Robert) West. Thank you.

While I am enjoying adding this and that, with care—including naming her Phoebe—I am also thankful for being able to share her freely with my daughter who is coming of driving age. After all, she might become a Falcon lover

and a member of a club that offers to its members so much more than just the opportunity to admire a car.

What I hope to share with other readers is that there is a lot to be thankful for in the Falcon Club of America.

—Submitted by John David Hensley
(FCA #13365)
Pearl River, New York



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NEW MEMBER FEATURE: Rick Preis' 1960 Two Door Sedan

I discovered this 1960 Falcon two door sedan while doing a repair job. It was inherited by the son of the original owner sometime around 1995, and sat in his garage for ten years. The odometer showed 39,386 miles. The original paint looked like it would clean up nicely and the underside of the body didn't show much rust, so I bought it that day. I had it running within a week; then all those hidden surprises start showing up, like replacing the entire brake system lots of seals and bearings, shocks, springs, upholstery; you know the drill.

After two and a half years and lots of fun working on it, I have a very roadworthy little Falcon that my wife and I enjoy.

—Submitted by Rick Preis
(FCA #12743)
Warrenton, Missouri



Falcon Club of America Regularly Scheduled Chapter Meetings

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Monthly meetings
Call for date/location.
(540) 254-1515

Virginia Falcons Richmond, VA

2nd Sun.—even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat.—even months
(316) 838-7487

Classified Ads (con't)

—Continued from page 12

exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

1963 Falcon NOS: V8 arm and bushing \$175., six cylinder exhaust manifold \$170, six cylindder standard shift radiator \$125., hood hinges, do not take springs, \$50. pair, temperature cable \$30., license light lens \$20., quarter molding Futura \$135 ea., door molding Futura \$100. ea., much more. Frank G. Stewart, 440-282-6277. OH.

1987 GT Mustang head, cast # E7TE, date 7D25, \$25 only one. 1994 GT Mustang heads, cast # E7TE, date 4C30, one pair \$100. 1994 351W heads, cast # E7TE, dates 4B16 & 4B18, one pair \$100. 1995 351W heads, cast # E7TE, dates 4M16 & 5C3, one pair \$100. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO

Miscellaneous For Sale

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129. www.jessersclassickeys.com.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

Where's My Ad?

Classified ads must be renewed monthly to continue to run. Please use guidelines on page 6 for correct formatting and deadline information. Please do not request that your ad run for multiple insertions when submitting. Although the deadline is the first of the month preceding the issue, please submit early as the issue closes on the first. Photo ads are \$20 and will run for two months. Advertise in *The National Falcon News*. You will get results!

Letters

Hi, Wendy,

Before I give you my new classified, I want to tell you how awesome the FCA Newsletter is these days. I have folks who are not even Falcon people marvel at how creative and informative this publication is! The horizontal cover is definitely "out of the box" and my wife and I love it. It's a paradigm that old school guys may not adhere to, but once you get used to it, I think it's very different in a good way, and results in that second-look factor. Keep up the existing format. It's got variety AND spice!

Norm Huie

My comments on the layout change are positive. I like the horizontal cover but think the rest of the magazine should remain vertical. Keep up the good work. Nice magazine.

John Vannatta

What would you like to see more of in *The National Falcon News*? Send an email to the Editor at the address on page 6.

www.falconclub.com



Hello, old friend!

Minnesota Meltdown

Ron & Sandy Bonnell's 1961 Econoline Pickup



Lots of body sculpting



At Minnesota FCA National Meet



Ron did all the body work himself—it was the hardest part.



Sandy and Ron



—Continued on page 30

Minnesota Meltdown

—Continued from page 29



All Econoline Pickups are unique, but Ron Bonnell's 1961 Econoline Pickup really stands out. The body style is E-100; the engine is a 302 with automatic overdrive transmission. The interior is red, as are the wheel covers. Ron has added disk brakes, and a few other personal touches.

The body work was time consuming, as you can imagine. Ron filled the seam on one side, and formed the tailgate himself. The black primer accentuates the sculpted smoothness of the body. There is always a steady stream of lookers in the parking lot. This pickup is obviously modified and it was a class winner at FCA Nationals.

Ron has had the truck for 14 years, he saved it from the crusher. He also has a few other Falcons, a 1960 and 1961 sedan, a '61 300 6 cyl. turbo, and a 1960 408-251 race car.

Even though it gets a lot of second looks on the show field, the Econoline is a driver; Ron uses it to pick up parts. He has over 2000 miles on the re-do. He is beginning to go to more shows now but says that the trophies are "not important." He enjoys the camaraderie of other car owners and appreciating each other's creative work. They like spending time with friends at events, and "keep seeing the same people over and over!"

Ron's grandkids are interested in the Falcons, so that's a good thing! He has a grandson, 16, who has an eye out for a classic car.

Meanwhile, if you're in the neighborhood of Decatur, Alabama, and you think you see Ron on the road...just look for the prominent "Rat Fink" window sticker and dangling three dimensional full color "Rat Fink" head. You can't miss it.



Ron Bonnell's 1961 Econoline Pickup





FEVER CLASSIC

**"THE FORD
EVENT OF
THE YEAR"**

Be There!

DRAGS



Sunday, August 16, 2009

at Woodburn Dragstrip

CAR SHOW



RAFFLES



Car Show & Drag Races

at Woodburn Dragstrip

Hwy. 219, Woodburn, Oregon

Take Exit 271, Go West 1.5 Miles...

*If you have not been to these
events, you are **MISSING OUT!***

The Ford Fever Classic Car Show and Drag Races will be held again this year at the popular NHRA Drag Strip in Woodburn, Oregon. We will have a special display of some very rare "High-Performance" Fords for viewing. There will be a big Car Show, Drag Racing, Trophies and Raffles! All Ford models are invited to this years Car Show. *Be There!*

AREA LODGING

Super 8: (503) 981-8881

LaQuinta: (503) 982-1727

Holiday Inn: (503) 682-2211

Keizer Renaissance Inn: (503) 390-4733

Reserve Your Room Today! - Ask for
"Woodburn Dragstrip Special Lodging"

GATES OPEN AT 8 a.m.

Admission Prices are as follows:

ADULT: \$15 Per Person

CHILDREN (6-14): \$5 Per Person

UNDER 6: FREE

RACER: \$35

CAR SHOW: \$20

SWAP MEET: \$20

**For Questions
or Information:**

Call (503) 982-4461

or go to

www.woodburndragstrip.com

Car Show Coupon - For August 16, 2009
at Woodburn Dragstrip

\$10 OFF

Take \$10 Off
the Car Show
Show Fee,
Regularly \$20.

Coupon Valid for Ford Fever Classics Only!

Spectator Coupon - For August 16, 2009
at Woodburn Dragstrip

\$5 OFF

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Spectator Fee
Adult or Child
Entry Fee Reg. \$20

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